

PIREP Reporting Process

June 21, 2016

NOC Dispatch



A Requirement to Communicate:

FOM 15.3.6 Turbulence Communication

Revised: 06/29/2015

- Flight Deck Crews and Dispatchers **will** communicate known or potential turbulence before, during, and after flight.
- Flight Deck Crews **must** send turbulence PIREPs to Dispatch.....When sending turbulence PIREPs, include the duration, intensity, altitude, and location of the turbulence.
- During flight, the Pilot and Dispatcher **must communicate** any changes in the forecast or actual turbulence conditions via ACARS or radio to pass real-time turbulence information to other flights.

RDM UA /OV DSD248012/TM 1327/FL390/TP B737/TA M60/RM SMOOTH AWC-WEB:SWA

A Requirement to Communicate:

FOM 16.7.1 Reports

The Flight Deck Crew should initiate an advisory report ...if any of the following occur

- Turbulence greater than light (un-forecast) is encountered at cruise altitude
- PIREP

Message history for: SWA861

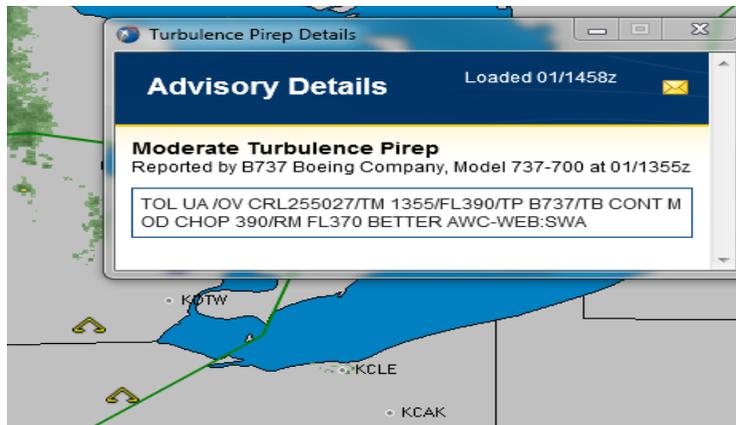
01/1435	THANK YOU
01/1433	THANKS. FL310 MOSTLY SMOOTH
01/1426	TURBULENCE REPORT RECEIVED FOR N8653A: ALTITUDE: 32941 WIND DIR/SPEED: 250/28 DURATION: CONTINUOUS INTENSITY: LIGHT CHOP LOCATION: 40 SW OF EIC REMARKS: TRYING FL310

Message history for: SWA1030

01/1427 TURBULENCE REPORT RECEIVED FOR N7832A: ALTITUDE: 39010 WIND DIR/SPEED: 248/72 DURATION: CONTINUOUS INTENSITY: LIGHT TURBULANCE LOCATION: 40 W CLOUT REMARKS: CONT LITE ENTIRE FLT

Message history for: SWA2418

01/1422 TURBULENCE REPORT RECEIVED FOR N738CB: ALTITUDE: 34719 WIND DIR/SPEED: 238/032 DURATION: CONTINUOUS INTENSITY: MODERATE CHOP LOCATION: 82SW MEM REMARKS: 370 NO GOOD



A Requirement to Communicate:

FOM 17.1.1 Operational Control

Dispatcher Responsibility (14 CFR Part 121.533(c))—The aircraft Dispatcher is responsible for:

- Monitoring the progress of each flight
- Issuing necessary information for the safety of flight
- Canceling or re-dispatching a flight if, in his opinion or the opinion of the pilot in command, the flight cannot operate or continue to operate safely as planned or released.

Message history for: SWA1030

01/1425 GOOD MORNING

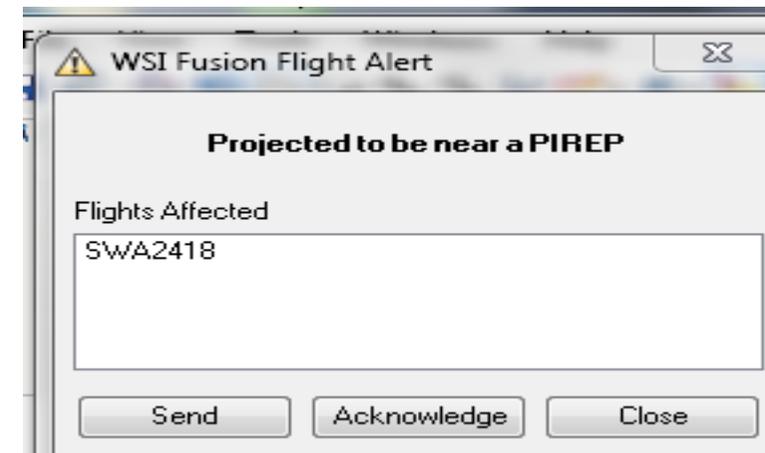
 HOW HAS THE RIDE BEEN EAST OF EIC VOR AT FL390?

Message history for: SWA126

01/1436 THANKS
01/1435 GOOD MORNING

 SEVERAL OF OUR FLIGHTS BWTWN AEX AND MLU HAVE REPORTED CONST CHOP OCCSNL MOD CHOP AT BOTH FL350 AND FL370

 FL390 REPORTED LIGHT CHOP
 FL330 CONT LIGHT CHOP FL310 MOSTLY SMOOTH



A Requirement to Communicate:

Southwest Airlines Co.
Dispatch Standards and Training



2016 Competency Check Questions & Topics

DRM

- Your ability to use all your resources will be monitored. Effective communications with Flight Crews (e.g., relaying PIREPs) and other NOC personnel (e.g., notifying other Dispatchers of MEL changes and turbulence as well as keeping SODs informed of irregular ops and delays) will be expected.
- Use of RRM model will be evaluated

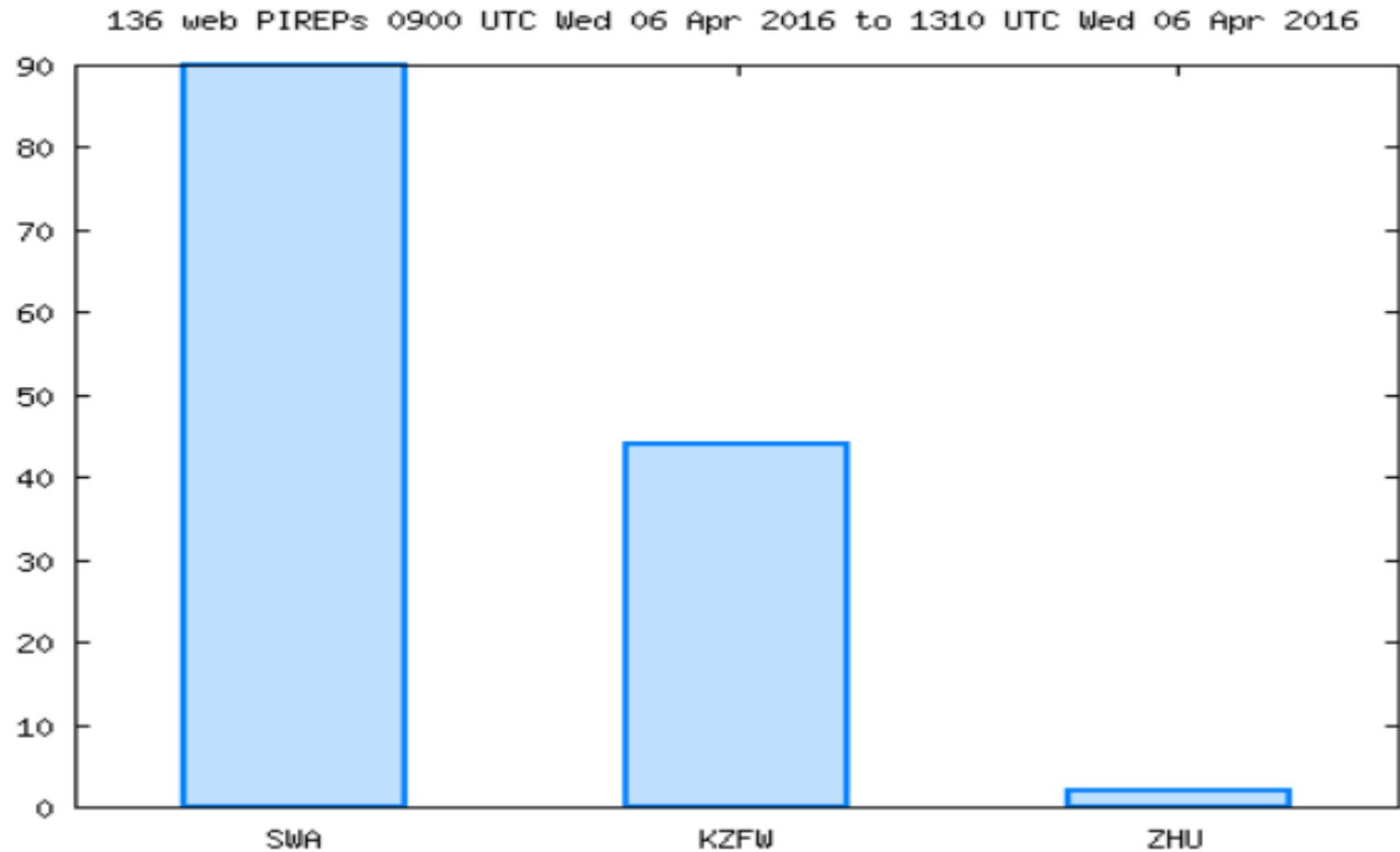
PIREPs

- Demonstrate how to read a PIREP
- Demonstrate how to enter a PIREP into the AWC system
- You will be observed on your ability to monitor, solicit, and send PIREPS to flights on your desk

Being a Good Aviation Partner in the National Airspace System

Southwest Airlines shares PIREPS with the aviation community.

Web PIREP Contributors within the past 4 hours:



Being a Good Aviation Partner in the National Airspace System

Southwest Airlines Dispatchers enter PIREPS into the NAS via the Aviation Weather website. LAT & LON entries for location are possible.

1.	<input checked="" type="radio"/> UA (Routine Report) <input type="radio"/> UUA (Urgent Report)
2. /OV →	Location: <input type="text"/> Site, Bearing/distance from VOR, Route (ex: KTPA, KMCI030025, KOKC-KDFW)
3. /TM →	Time: <input type="text"/> <input type="button" value="Current Time"/> 4 digits UTC (ex: 0915, 2330)
4. /FL	Altitude/Flight Level: <input type="text"/> <input type="radio"/> climb <input type="radio"/> descent <input type="checkbox"/> Unknown <input type="button" value="Erase"/> 3 digits for hundreds of feet MSL. (ex: 095, 210) If unknown check box, select 'climb' or 'descent' if applicable
5. /TP →	Aircraft Type: <input type="text"/> 4 characters max. If unknown, use UNKN (ex: C210, P3, UNKN)

Items 1 through 5 are mandatory for all PIREPs

8. /TA →	Temperature (Celsius): <input type="text"/> 2 digits. Precede with '-' or 'M' if negative.																												
10. /TB →	Turbulence: <table border="1"> <thead> <tr> <th>Frequency</th> <th>Intensity</th> <th>Type</th> <th>Altitude(s)</th> </tr> </thead> <tbody> <tr> <td><input type="button" value="Not Reported"/></td> <td><input type="button" value="Not Reported"/></td> <td><input type="button" value="Not Reported"/></td> <td><input type="button" value="Not Reported"/></td> </tr> <tr> <td><input type="button" value="Occasional"/></td> <td><input type="button" value="Negative"/></td> <td><input type="button" value="CAT"/></td> <td><input type="button" value="In Clear"/></td> </tr> <tr> <td><input type="button" value="Intermittent"/></td> <td><input type="button" value="Light"/></td> <td><input type="button" value="Chop"/></td> <td><input type="button" value="In Cloud"/></td> </tr> <tr> <td><input type="button" value="Continuous"/></td> <td><input type="button" value="Moderate"/></td> <td></td> <td><input type="button" value="Near Cloud"/></td> </tr> <tr> <td></td> <td><input type="button" value="Severe"/></td> <td></td> <td></td> </tr> <tr> <td></td> <td><input type="button" value="Extreme"/></td> <td></td> <td></td> </tr> </tbody> </table>	Frequency	Intensity	Type	Altitude(s)	<input type="button" value="Not Reported"/>	<input type="button" value="Occasional"/>	<input type="button" value="Negative"/>	<input type="button" value="CAT"/>	<input type="button" value="In Clear"/>	<input type="button" value="Intermittent"/>	<input type="button" value="Light"/>	<input type="button" value="Chop"/>	<input type="button" value="In Cloud"/>	<input type="button" value="Continuous"/>	<input type="button" value="Moderate"/>		<input type="button" value="Near Cloud"/>		<input type="button" value="Severe"/>				<input type="button" value="Extreme"/>					
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<input type="button" value="Index"/> <input type="button" value="Temps"/> <input type="button" value="Text"/> <input type="button" value="Images"/>	<input type="text"/> -Letter SA Identifier
<input type="text"/> Nearest weather reporting station	
Location Lookup Intersection/Fix: <input type="text"/> OR Lat: <input type="text"/> DD <input type="text"/> MM <input type="text"/> N/S <input type="text"/> N Lon: <input type="text"/> DDD <input type="text"/> MM <input type="text"/> EW <input type="text"/> W VOR: <input type="text"/> <input type="button" value="Insert"/> ARPT: <input type="text"/> <input type="button" value="Insert"/>	

A Total Turbulence Solution

Southwest Airlines uses a combination of WSI SIGMETs, WSI FPG Charts, TAPS, and PIREPS as its primary references for adverse weather phenomena reporting and forecasting. This system accurately identifies adverse weather phenomena that may affect the safety of flight.

Southwest Airlines Flight Crews are automatically sent WSI SIGMETs via ACARS for the following events if they occur along their line of flight:

- Moderate, occasional severe, and severe turbulence
- Scattered-broken, broken, and solid thunderstorms
- Occasional severe and severe icing

CN 28833
WSI SIGMET-TURB
Valid: 20121018T1515Z until
20121018T1800Z
Type: CAT
Intensity: MOD/MDT
Level: FL130-FL170
Movement: 67deg 10kt
TURBC ASSOC WITH MID
LVL SPEED/DIRECTIONAL
WIND SHEAR.
Area: 45ENEFLM
40WBKW
50NWVXV
30SSWIIU
ID: 2883

A Total Turbulence Solution

Dispatchers are Automatically Alerted as Flights near Moderate or Greater Turbulence PIREPS. By selecting either “send” directly from the alert, or selecting the envelope from the Advisory a copy of the PIREP is sent to the Flight Crew.

The screenshot displays a flight tracking interface with a map and several windows. The map shows a flight path with a red line and a green line. A red circle highlights a specific point on the red line with coordinates 3446N/10043W. Below this, text reads: SWA3069 KSFO/KDAL FL390 564 kts. A yellow triangle icon is visible on the map.

The **Turbulence Pirep Details** window is open, showing the following information:

- Advisory Details** (Loaded 06/1541z)
- Moderate Turbulence Pirep**
- Reported by B737 Boeing Company, Model 737-700 at 06/1515z
- SPS UA /OV SPS/TM 1515/FL260/TP B737/TB MDT/RM 260-210 DSCND DAL AWC-WEB:SWA

A yellow envelope icon is circled in red in the top right corner of the **Advisory Details** window.

The **WSI Fusion Flight Alert** window is also open, displaying the following information:

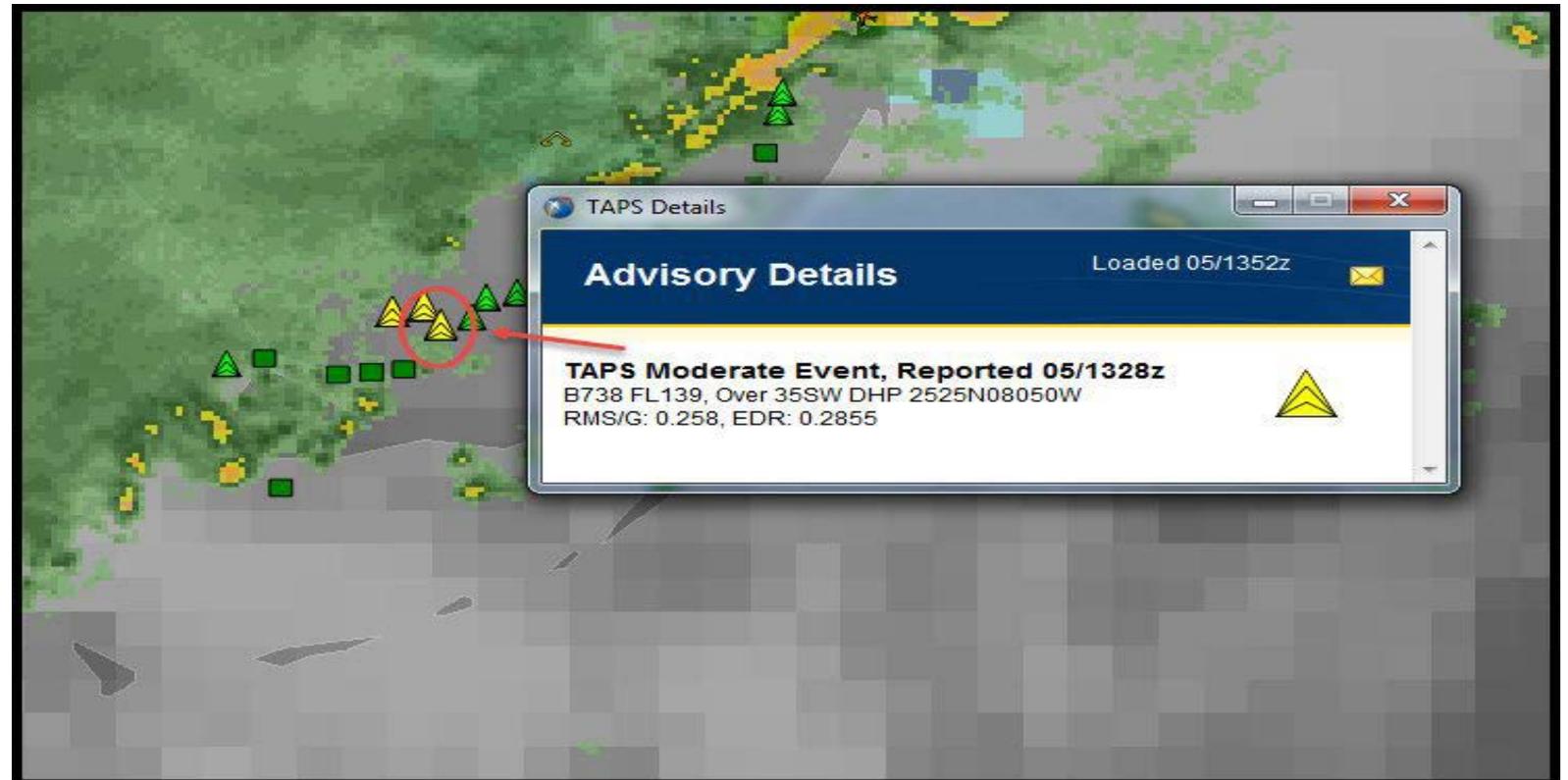
- Projected to be near a PIREP**
- Flights Affected: SWA804, SWA3523, SWA3388, SWA3069
- Buttons: Send, Acknowledge, Close

The **Send** button is circled in red.

A Total Turbulence Solution

TAPS (Turbulence Auto-PIREP System) is an automatic turbulence reporting system. This provides turbulence data directly from instrumentation on the aircraft, eliminating the subjectivity of manual turbulence severity reports. Altitude, temperature, and wind barbs associated with the TAPS report are provided. TAPS integrates with Fusion flight tracking and WSI Pilotbrief Optima to provide real-time, location-oriented graphical and textual reports of turbulence.

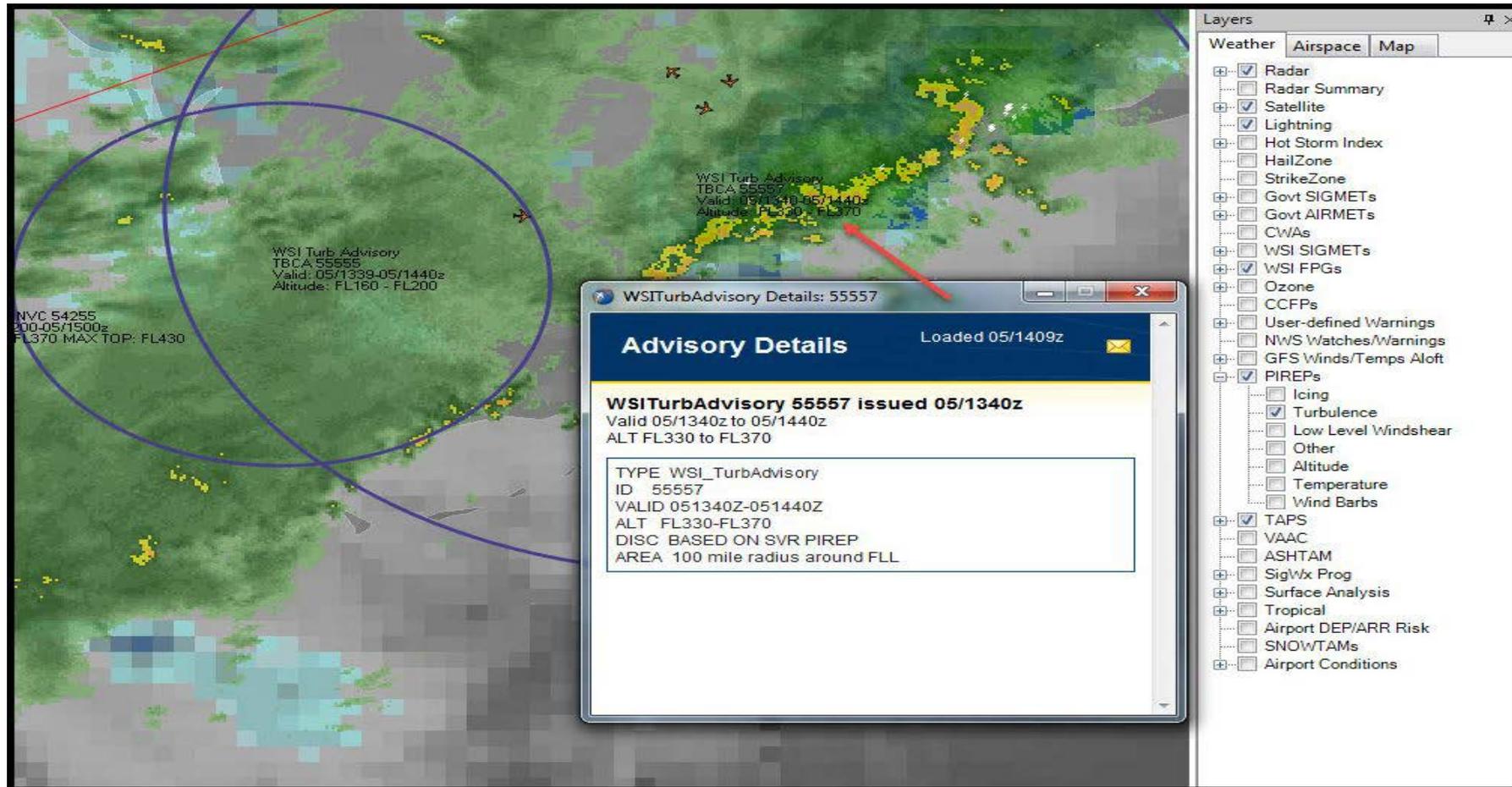
Intensity	Icon
Smooth (heartbeat)	
Very Light (ride quality)	
Light	
Moderate	
Severe	



A Total Turbulence Solution

TAPS Turbulence Advisories

Turbulence Advisories are depicted by blue circles. These advisories are issued for significant TAPS and PIREP Advisories in a general location.



Contact Information



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